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**IPAF**

# POWERED ACCESS

2021  
IPAF.ORG

**P4**  
**HOW POWERED ACCESS  
STANDS READY TO  
SUSTAIN THE FUTURE**





"We ~~should have~~  
controlled equipment  
access before we had an incident."

Control. ~~The narrative.~~

## Still rising to the challenge

Welcome to the latest edition of *Powered Access*, IPAF's magazine for readers in the UK and Ireland. When it was last published, we couldn't have known the impact the pandemic would have – or the extent to which lives and livelihoods would be affected.

IPAF remains committed to helping our industry recover: we've supported our members throughout, producing guidance on managing risk and promoting remote training where possible – take-up of IPAF eLearning increased five-fold during the pandemic.

Despite the disruption, IPAF still managed to progress key initiatives: we published the first ever IPAF Global MEWP Safety Report, revamped our accident reporting portal and also updated our Load/Unload training.

Perhaps the most exciting development is ePAL – our MEWP and MCWP operator mobile app. Launching in 2021, it promises to revolutionise the way IPAF-trained operators store their digital PAL Card, log equipment time and access safety information.

There is cause for real optimism with vaccines being rolled out; let us hope we can soon get back to having industry events and be able to travel to meet and network with contacts round the world. Until then, stay safe and I hope you enjoy this publication.



**Peter Douglas,**  
IPAF Managing Director & CEO

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Tree surgeon Ian McClelland uses his Hinowa Lightlift 26.14 Performance IIS tracked platform



WILLIAM CURRIE

**Almost half (47%) of construction accidents last year were as a result of falls from height. What are the common underlying causes of falls from height and how are they being addressed on worksites today?**

**Ray Cooke (RC):** It is a pretty common experience as far as HSE investigations are concerned that the root causes all tend to be relatively similar. They revolve around things like poor planning, or poor management and organisation.

In many instances, people have always done the job in a certain way and they assume that they can continue to do it in the same way they have always done it. This is particularly the case at SME level. It is common that they don't visit the site in advance to determine what is going to be the best method of work for that particular task at that particular site.

HSE guidance is: Plan, Do, Check, Act. It is getting that thing right at the start and then making sure you put everything into place and checking you have it in place and acting on things if it is not.

**Steve Coppin (SC):** It is mainly about planning but also monitoring the coordination of the trades as well. It is also about designers providing the information and trying to eliminate the risk of working at height – both of falls and falling objects.

Responsibility should not just fall to the contractor and their risk assessment method statement (RAMS). It is about trying to get the information about what tangible controls are needed so that the contractor can then plan and prevent all these problems happening at the coalface, rather than, for example, stepladders being used at the last minute. The old essence of CDM is about getting the right information to the right people at the right time, at the earliest stage.

**Peter Douglas (PD):** I would agree on the planning. A good, strong site-specific (not generic) RAMS is required. One thing that we have noticed from the analysis of accident data that IPAF collects is that the correct selection of MEWP for a specific task is important.

This goes back to the point about doing things the way they have always been done. It shouldn't be a case of just ordering the same MEWP over and over again. Analysing IPAF data, we can see that incorrect selection of the right MEWP for the task has been a contributory factor to some accidents.

**Andrew Hughes (AH):** Much of the problem is about failing to foresee potential issues, or perhaps having the wrong environment surrounding high-risk work. A permit to work is a time-honoured control but it is a blunt tool when it comes to the variability of work. The nature of work changes hourly or by

/// **One thing we have noticed from the analysis of accident data that IPAF collects is that the correct selection of MEWP for a specific task is important**

Peter Douglas, IPAF

the minute sometimes. It is how people adapt to their environment and the way things are measured and controlled.

You have got to have the capacity to allow failure to occur. Then when that failure occurs, you have to have the systems in place to be able to recover. **George Mosey (GM):** Any preconstruction activities that design out the risk is where we should put our focus. It feels like we might as an industry need to trade a bit of flexibility and convenience for what we know to be best practice.

If we are ever putting someone in a harness to work on the edge of a building, we have really failed in my mind. We have got to that position by default – probably by flexibility and convenience – and that is a failure of the design team and of the construction methodology. I am setting down a challenge by saying that, but it is a challenge we should take on. >

## ▾ The panel



**Peter Douglas**  
CEO and managing director, IPAF



**Steve Coppin**  
Associate technical director, Arcadis



**Andrew Hughes**  
Global health and safety director, ISG



**George Mosey**  
Head of health, safety and environment (Europe), Laing O'Rourke



**Paul Rankin**  
Chief operating officer, Loxam Powered Access Division



**Mark Starling**  
Safety, health and environmental manager, Kier



**Ray Cooke** No Falls Foundation health and safety advisor, and former head of HSE's construction sector safety team

View from the basket of a Multitel Pagliero MJ700 truck-mount at Port Le Havre, France

**Paul Rankin (PR):** A lot of valid points have been made, particularly around planning. For me it's to do with situational awareness. A plan is put in place at the beginning of a project. Some projects are huge, going on for two or three years. You need to keep updating that plan and to be continuously aware of the situation you are in.

**Mark Starling (MS):** I would say all the sites I work on have captured the biggest work-at-height concerns and we also focus on the lower risk elements of working at height and the everyday risks that come with that.

#### Can the analysis of data and telematics do more to enhance both safety working at height and environmental performance?

**PD:** Absolutely. Telematics can really help us understand how the equipment is being used and ensure that the operator is trained to use that specific type of equipment or that category of equipment.

IPAF collects a lot of accident data and we use that in all of our safety campaigns, our toolbox talks, and our guidance documents. We also use it to improve the training programmes that we run – not just operator training but supervisor training, harness training and MEWP selection.

An IPAF card is proof of good quality training. What it isn't proof of is experience. What we are trying to do with [the ePAL] app that we are developing is to try to link telematics to the app to actually prove competence and experience on the different types of equipment.

**SC:** Exactly. It is about trend analysis and establishing lessons learned. I am not an IT geek but apps can also be used to refresh people's training before they use that piece of kit. New technology can be used to prevent people in the wrong place at the wrong time using the wrong kit that

they are not trained for. Covid has seen a massive positive change when it comes to methods and technology that wouldn't have been tried before.

**AH:** We are in the process of trying to use data to develop an understanding of what goes right because 99% of the time it does go right. There's more to be learned from the 99%. So there will be these common convergence points where optimum conditions align with optimum efficiency and I think that is a big factor.

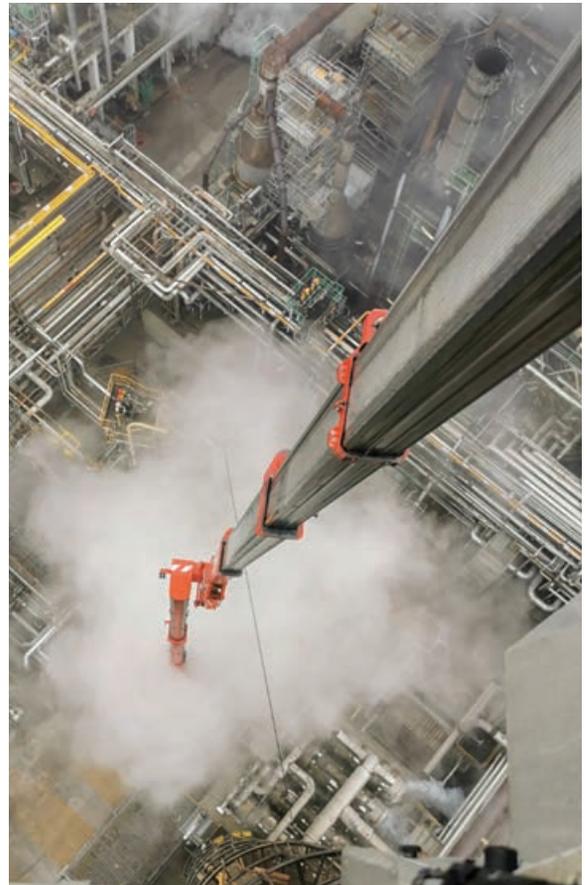
But the other thing is particularly about where do you start your timeline in the lead-up to that thing that goes right or that thing that goes wrong? Because it is all about the context. We can sometimes get hung up on data as to the hard facts of what happened in what sequence. It sometimes sanitises that larger view of the context of how things evolved over time.

**GM:** We have used data in all kinds of ways. It is a really valuable resource when you are trying to enact change. But you have got to use it responsibly.

Tethering equipment has been something of interest in our business. We erect tower cranes, as an example, and we have a lot of engineers using equipment at height.

We have looked at the data around what has historically caused us concern and put in really specific solutions for really bespoke bits of kit. We have given the data to our designers and suppliers of that equipment and put in the best solution we can until we can find a way to eliminate the need for any of the equipment or just be more sophisticated altogether.

**PR:** You have to be able to segment the data you are looking at into what is actually useful for you and your business. It is very easy to get lost in the volume of data that is out there. We provide fuel consumption data so that our customers can measure their CO<sub>2</sub> around the working hours of the machines. Data revealing the amount



GUILLAUME THOREL (LOXAM)

#### New technology can be used to prevent people in the wrong place at the wrong time using the wrong kit that they are not trained for

Steve Coppin,  
Arcadis

of unauthorised use of machines is also useful. As well as data that can look after people if the right actions are taken on site.

**MS:** When it comes to the telematics on machines, we need to make this technology work efficiently for the end user and not just as a collection tool for data. When we look at technology in tower cranes, Kier has put cameras on the blocks of the cranes on all of our projects, which we have done for nearly six years. This allows us to access and share the video footage should we need to.

**RC:** There can be too much data gathered and I think it is very important when deciding to gather data that you know what you are going to be using that data for, because otherwise there is absolutely no point in gathering it. You need to gather data that is going to drive forward the improvements whether that is health and safety or environmental. >

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**How are construction sites changing and what are the opportunities and challenges inherent in creating the safe, sustainable work sites of the future?**

**RC:** From a health and safety angle, I doubt there is going to be much in the way of legislative changes in the near future. I certainly can't see there being changes to anything with respect to work at height legislation because it works pretty well.

**SC:** We have talked about how we can capture information using digital means. We need to identify what we want to measure. The capability is there and it needs to be led by the client, with the whole supply chain on board. More clients are saying they want to be carbon neutral, so they are looking at the supply chain to come out with ideas, which is a great opportunity.

**PD:** The manufacturers and the rental companies have been doing a lot of work for a number of years with the London Low Emission Zone and the Ultra Low Emission Zone. There has been a move to more bi-fuel, hybrid and electric machines with a similar performance to diesel.

The manufacturers have been doing some fantastic stuff and one of the largest manufacturers in the world, JLG, in the past month has launched an electric scissor lift with no hoses. Lithium batteries also mean no maintenance for the rental companies.

But the problem with all this is the rental companies' reluctance to spend their money on this type of kit because it costs a lot more money. Are the clients and the construction companies going to pay a higher rental price?

The other question I have got is: are the sites geared up from an infrastructure point of view to be able to charge all of this equipment if we go purely electric? What may accelerate this transfer to electric plant on site is the removal of the red diesel fuel rebate.

That's a change in legislation that we have been trying to battle against on behalf of our members but it is coming.

**AH:** It is about that revolutionary change and building it into the entire supply chain from cradle to grave and into cradle again. We are looking at preconstruction as a way of building sustainability into the project – clients are very much more pushing for it and wanting it to be as integrated as possible into the design.

**GM:** There is a huge responsibility for companies such as Laing O'Rourke to innovate in this space and to invest.

We operate in a very competitive environment with small margins and therefore assistance and legislation if necessary from local or central government will help everyone to get to the answer quicker. On some of the big public-sector projects like HS2 and Crossrail there is a real opportunity to be test cases for innovation and new technology. For example, we could connect all of the tier 1 contractors' equipment digitally so that spare equipment or idle equipment could be shared between contracts.

**PR:** The challenge for rental companies and OEMs is to keep pace with new technology. It comes down to a balance between ensuring that you are bringing enough green equipment into your fleet and still having enough of your existing fleet to service the demand. More use of BIM to put better plans in place would definitely be the way forward and this is some of the work that we are doing at Nationwide Platforms in that arena.

**MS:** For Kier Regional Building London & South East, we have been looking at an electrically powered piling rig and the advantages and disadvantages of this. We are all working hard to make sites more safe and sustainable and we have seen through covid-19 that if any industry can make quick changes to how it works, it's definitely the construction industry.

Blade technicians carry out repairs and inspections 98m high using two Bronto Skylift S104 HLA platforms



SANTERI KERÄNEN (BLADEFENCE)

**It comes down to a balance between ensuring that you are bringing enough green equipment into your fleet and still having enough of your existing fleet to service the demand**

Paul Rankin, Loxam

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# PAL Cards enter the digital age

THIS YEAR SEES THE LAUNCH OF THE FREE-TO-USE IPAF ePAL MOBILE APP, WHICH WILL FEATURE A DIGITAL IPAF PAL CARD, LOG BOOK AND OPERATOR SAFETY GUIDE FOR USERS OF POWERED ACCESS EQUIPMENT. PETER DOUGLAS, IPAF CEO AND MD, AND SØREN BROGAARD, CEO OF TRACKUNIT, THE MEMBER FIRM THAT HAS HELPED DEVELOP THE APP, TELL NEIL GERRARD WHY ROLLING IT OUT IS A PRIORITY

If you were to stack the 170,000 plastic PAL Cards IPAF issued in 2019 one on top of the other (assuming you had the patience and the skill), it would create a tower 130m high. That's greater than even the tallest MEWPs can reach and goes part of the way to explaining why IPAF decided that it needed to bring its globally recognised operator licence card into the digital age.

Upon joining IPAF as chief executive and managing director in December 2019, Peter Douglas moved the idea of digitalising the PAL Card to the top of the agenda. In Q2 2021, despite more than a year of disruption caused by the coronavirus pandemic, that vision becomes a reality with the creation and roll out of the ePAL Mobile App.

"Our main aim is to improve safety in our industry," says Douglas. "But having this app will improve other things as well, certainly in terms of sustainability and greater efficiency in certifying our training programme.

Discussions about the concept and what members wanted began in early 2020. The pandemic meant it was put on pause for several months, but gathered pace through the second half of 2020, as digitalisation the world over accelerated, ahead of its launch this spring.

IPAF has worked in partnership with member firm Trackunit, a Denmark-based tracking systems specialist, to develop the app and the platform on which it is based. But – and this is a point that Douglas and Søren Brogaard, CEO of Trackunit, are both keen to stress – IPAF retains ownership of ePAL. Trackunit's role is to help develop the platform and the app that sits on top of it (see panel).

The first release of the app, which is available on iOS and Android, will be broken down into three main sections: Experience, Training and Safety.

The Training section holds a digital version of the PAL Card, and other IPAF training qualifications, which can easily be shared with site managers or anyone

Søren Brogaard of Trackunit demonstrates the ePAL app at the IPAF Summit



who needs to view or verify it. It also holds details of the training company that provided the operator's training. The app will have the capability to remind operators when their licence is coming up for renewal and prompt them to contact the training centre.

Operators with existing physical PAL Cards will be able to enter their details to claim their digital card or simply touch the card to their mobile device to have their digital card created automatically if their phone has near-field communication (NFC) technology.

The Experience section of the app is the one IPAF believes will be used most often. It essentially replaces the physical log book, which Douglas concedes often ends up languishing in a desk drawer or glove compartment. Users will be able to select which type of machine they are working on, before recording the time spent on it. "With the app, it will be much easier for operators to log their time on a particular machine and that will help to build a better picture of their equipment experience, which they can then show to contractors when they are on site," he explains.

It will also generate anonymised information to show IPAF how frequently different types of machines are used, how much time is spent on them and in what country, which IPAF hopes will inform better industry safety initiatives over time.

The app will be linked to IPAF's accident reporting portal, updated last year to make for an improved reporting process and user experience.

## Key benefits of the ePAL app

- Direct communication of training and safety messages to operators
- Accurate, up-to-date log book information
- Reduction in plastic, paper, administrative work and CO<sub>2</sub> emissions
- Simple and easy to use
- Reliable proof of operator qualifications and experience for site managers

When it comes to the Safety section of the app, there will be a feed of tailored content aimed at the operator. "It will be informed by all the things we know can go wrong on sites. It will reinforce the messages that we get from our accident reporting portal, using our Andy Access posters, technical guidance documents and Toolbox Talks," says Douglas.

"We will also be reminding people of the importance of doing daily checks, the importance of looking after batteries, of wearing the correct PPE and fall-arrest devices – all the things that you would expect to enhance safety and productivity when working at height," he adds.

Douglas hopes the launch will meet with an enthusiastic reception. A recent survey by IPAF of 1,200 operators found that 98% said they would download and use an app. "That was an incredible response," Douglas says. "We didn't think it would be anywhere near that if we are being honest. We are not kidding ourselves that we will get to 98% take-up overall straight away, but that was a really strong response and we feel we are producing something that will grow and grow."

Currently there are around 800,000 valid PAL Cards in circulation, with 150,000-170,000 due for renewal in a 'normal' year. By default, operators renewing their licence will download the app to obtain their electronic refreshed PAL Card, log book and safety guide. IPAF won't stop issuing physical cards, but those who want one will have to pay an additional fee. Initially, the app will be in English, before being rolled out in other languages.

Meanwhile, the organisation has a contract with Trackunit for ongoing development. "Over time, the app will be able to offer contactless access control over the phone," says Brogaard.

"The way to look at this is that on this platform we will build applications and solutions, access control being one, the log book and direct communication of safety information being another.



//  
**We had a really strong response and we feel we are producing something that will grow and grow**

Peter Douglas,  
IPAF

It is the first step on a long journey. We aren't expecting an industry that hasn't traditionally worked in a digital way to go digital overnight. It will take four or five years. With the help of manufacturers, contractors and rental companies, we have a platform on which we can build experiences and apps, and the IPAF ePAL app is the first expression of that."

Douglas is keen to see pre-use checks incorporated in the future, as well as machine familiarisation videos. He sees potential for a site-survey tool that allows users to determine what machine they should use, which will help to cut down on accidents caused because the wrong type of MEWP has been selected.

He is also excited by the environmental benefits of cutting down on all of those pieces of plastic, paper log books, and the carbon emissions associated with their distribution. "All of it can be put into a neat app that you put on your smartphone – technology that almost everyone has in their pocket," he says.

## ↳ Fostering collaboration



↳ IPAF's Peter Douglas is hopeful that powered access manufacturers and users will get involved in making decisions about the direction the ePAL app takes. "Ultimately, if we can get all of the different types of telematics that are out there on all the different manufacturers' machines to use one format that everyone is in agreement with, then we can take this to the next level," he says. "Trackunit is not helping us to create this for any other reason than that they want to help the industry."

Trackunit's Søren Brogaard agrees. "The platform is being built with IPAF for IPAF. We don't own the system. We are stepping into this because we see that this has a direct relation to the elimination of downtime for operators, machines and the industry in general. We don't have an advantage here and other companies have equal access to use this platform just like we do."

Likening the platform to 'open-source' software, he adds: "This is a platform where competitors can come together to build something for general use and the benefit of a higher purpose. You see that the world over in open-source platform environments. OEMs are a big part of the equation long term in terms of adopting this platform towards their access control systems.

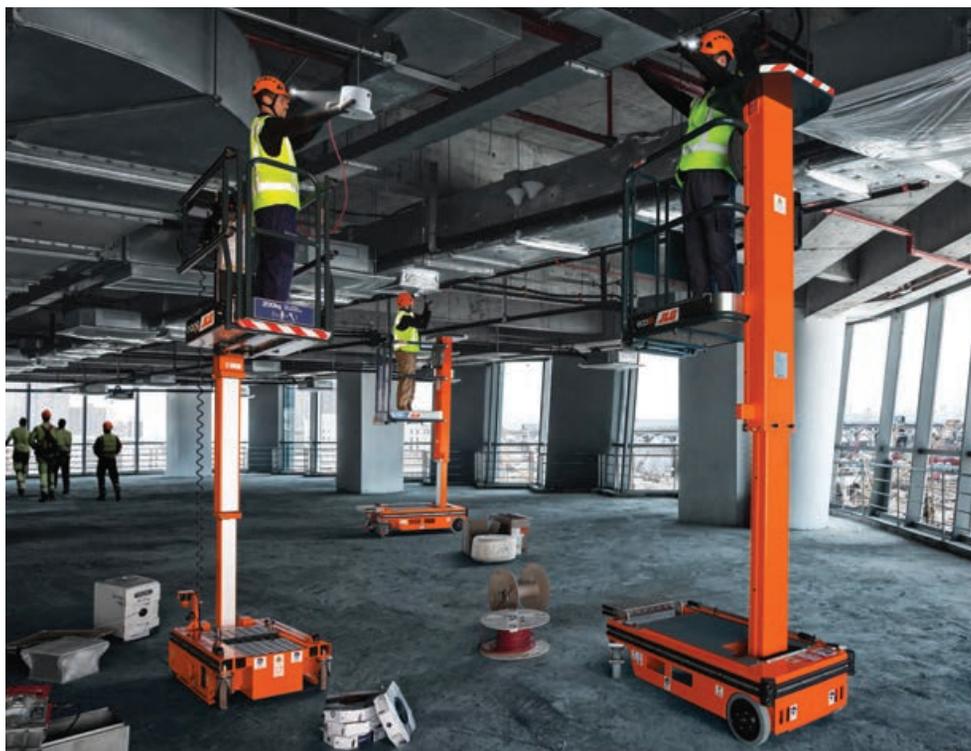
The rental companies can play an important role too by using it in their training centres.

"It will take time. IPAF has made a brave decision to go out and do this. The card has been working perfectly and they could have just kept doing this for the next 10 years, but they are eager to move things forward."



# The rise of 'non-powered' access

DESPITE THE RECENT DECLINE IN COMMERCIAL CONSTRUCTION, THERE ARE STILL SOME BRIGHT SPOTS IN THE MARKET FOR LOW-LEVEL POWERED ACCESS. **PHIL BISHOP** REPORTS



JLG's Eco range has no batteries and no hydraulics

The introduction of the Work at Height Regulations in 2005 was a seminal moment for the powered access industry in the UK, and for low-level powered access most of all.

Before then, while there had always been a need for powered access in high-reach applications, at lower levels stepladders and scaffold towers were the universal choices. The new regulations provided the spark to send push-around vertical access (PAVs) equipment into the mainstream.

The US may have been the mothership of powered access but it was in the UK that low-level powered access was pioneered, says Paul Gallacher, co-owner and business development director of Pop Up Products, which introduced the world's first push-around mini scissor lift in 2005.

Two years later Power Towers, another British company, entered the arena, with a platform that elevates up a mast by manual winding. These two remain the dominant forces in this market.

The initial surge in demand for low-level powered access triggered by the Work at Height Regulations is unlikely to be repeated. However, we may be living through a second golden age right now.

The definition of 'low level' in this context is generally regarded as up to 5m working height/3m platform height. The main users are building services and fitout contractors working indoors. Hospital building projects are a big market, and the government has promised 40 of these by 2030 at a cost of £3.7bn. Data centres and warehouses are also big users, driven by the growth of e-commerce.

A particular growth market is the reconfiguration of existing buildings – converting office blocks and department stores to residential use. Even before covid-19 brought a change in working and retail patterns, many office buildings were standing empty.

Commercial premises are being converted under permitted development rights – no planning permission required – and the government is seeking to ease regulations to allow more conversions. All this means demand for low-level powered access. "Fit out is 85% of the market," says Gallacher. "Dry liners, pipe fitters, mechanical and electrical works – anyone wanting to work at height indoors."

There are three classes of machines in this sector: push-around verticals (PAVs) with manual wind-up platform; PAVs with battery-powered platform elevation (Pop Ups, in the main); and costlier, drivable ones that can be moved around without disembarking. Improvements in manual wind-up PAVs have seen this type come to the fore in recent years – notably the Pecolift and Ecolift from Power Towers, acquired by US manufacturer JLG in 2015.

Hire company MEP, a division of Vp plc that targets the mechanical and electrical

(M&E) sector, is Power Towers' biggest customer. When it started out in this market 10 years ago, its inventory was mostly Pop Ups. Now, three-quarters of its machines are the manual type. "The market has moved to non-powered access in a massive way," says MEP product director Ewan Sanderson.

Will Temple, head of powered access at Sunbelt Rentals UK, agrees. Sunbelt also has a mix of Pop Ups and Power Towers, but he says that the manually elevating machines have come to be regarded as more flexible than powered machines, which require overnight charging when site power is usually off.

There is a benefit for the rental company too, according to Sanderson. "The return on investment is a bit better on non-powered," he says.

In response, Pop Up has introduced a raft of new features, including a new heavy-duty long-life battery and an electronic control unit to prevent misuse.

Sanderson confirms that the office-to-residential conversion market has become a significant market for MEP. Some offices are being converted before they have even been built. MEP is supplying a 10-storey tower block under construction in London that had been aimed at the financial services sector. Now it is going to be four storeys for finance and six for residential use.

Andrew Fishburn, managing director of Snorkel UK, which makes push-around mini scissor lifts, concurs: "We are seeing a shift from commercial to residential, predominantly in major cities like London, Manchester and Leeds, which started around 18 months ago.

"In London, there are around 70+ high-rise tower projects underway, and another 42 towers in Manchester. We estimate that around 60% of these projects have switched to residential, and around 20% of those have been externally finished, but the internal fit-out work has not yet started."

He continues: "This has driven demand for lower-level access

equipment, but seems to have favoured the ultra-lightweight, push-around/manual units rather than powered access equipment.

"The residential sector has very specific requirements for access equipment. The ideal product must be able to be moved between floors by hand, needs a maximum working height of 3m and be push-around, rather than self-propelled, to minimise risk of damage to door finishes. It also needs to be priced accordingly to compete with existing scaffolding and podium solutions."

Light, compact and manoeuvrable remain the key requirements for access machinery indoors, but greater diversity is emerging as markets change. Traditionally, fit out was an indoors activity. Increasingly, modern methods of construction means M&E contractors putting in prefabricated pipe racks and ducting systems before the cladding goes on. They can no longer rely on being protected from the elements.

"They are effectively working in wind tunnels," Sanderson says. So they need machines that are wind rated, as well as still being able to fit through standard doorways and ride in elevators.

Manufacturers are responding. Snorkel has recently launched an outdoor rated push-around mini scissor lift, for use where there may be a wind loading. "The Snorkel S3210P has a maximum working height of 5m, has an overall width of 0.81m, and can lift a platform capacity of 240kg, yet weighs just 470kg," says Fishburn.

While there still appears to be plenty of activity in the low-level access market to keep UK hire firms busy, other countries have yet to embrace the concept in quite the same way. JLG, however, still has high hopes to see Power Towers' UK success matched across Europe. "We have just moved into a new factory to meet growing demand not only in UK but worldwide," it says. "We anticipate strong growth in years to come, with further adoption of low-level access across the globe."

Snorkel's S3010P scissor lift has a 3m platform height

Fit out is 85% of the market. Dry liners, pipe fitters, mechanical and electrical works – anyone wanting to work at height indoors

Paul Gallacher, Pop Up Products



## Market prospects for low-level access

Industrial and commercial construction are the two biggest markets for low-level powered access. Both sectors went into reverse in 2020 due primarily to the covid pandemic but there were already economic uncertainties relating to Brexit that inhibited private investment.

According to market intelligence firm Glenigan, distribution warehouses are the fastest growing segment within the industrial sector in recent years. The value of starts grew for a third consecutive year in 2019.

While overall industrial starts slowed 25% in 2020, by Glenigan's estimates, underlying prospects are strong, with the pandemic accelerating the move to online retailing and home delivery, thus generating further demand for distribution centres. Glenigan forecasts a 22% rise in 2021.

Office starts are estimated to have slowed 26% in 2020, according to Glenigan, which is forecasting a further 9% fall in 2021, before 4% growth in 2022.

However, while new construction of offices is in decline, a rise in refurbishment projects is predicted as premises are adapted to accommodate changing working practices and a rise in remote working. And, with permitted development rights, it has never been easier for landlords to convert office buildings to residential use.

Pop Up Products' IQ lift features intelligent safety and monitoring



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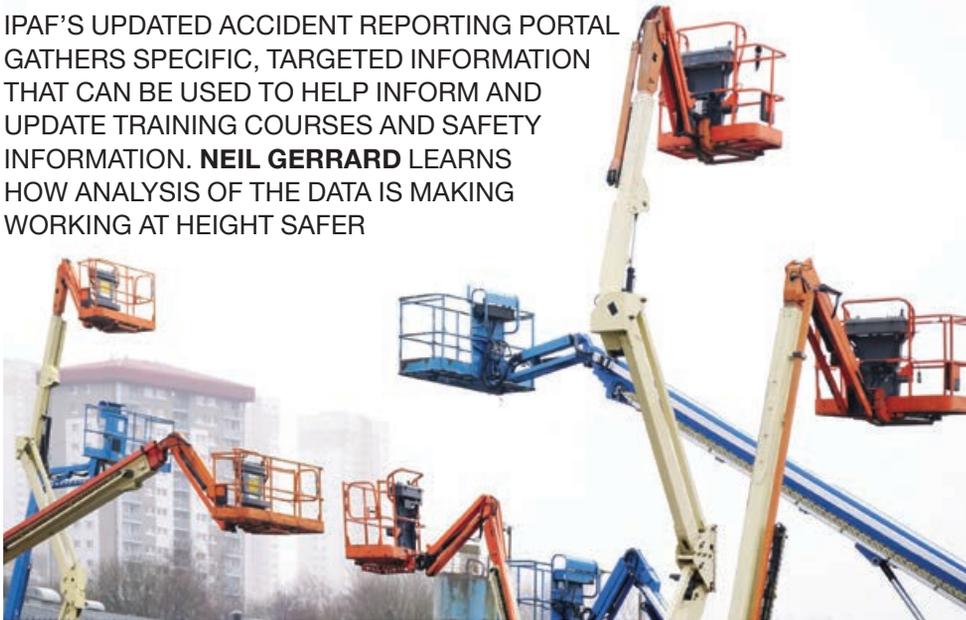
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# Portal to a safer future

IPAF'S UPDATED ACCIDENT REPORTING PORTAL GATHERS SPECIFIC, TARGETED INFORMATION THAT CAN BE USED TO HELP INFORM AND UPDATE TRAINING COURSES AND SAFETY INFORMATION. **NEIL GERRARD** LEARNS HOW ANALYSIS OF THE DATA IS MAKING WORKING AT HEIGHT SAFER



We learn from our mistakes, according to the old adage, and it's as true for accidents working at height as for anything else. But IPAF is taking the process of learning from past failures to new heights with the recent launch of its new accident reporting portal ([www.ipafaccidentreporting.org](http://www.ipafaccidentreporting.org)).

Brian Parker, head of safety and technical for IPAF, explains that while the old accident reporting portal was helpful, the new one, launched in September 2020, makes significant improvements to the way in which data is collected.

"Previously, rental companies and operators could enter free text and if that wasn't aligned to something in one of the categories that the portal expected, then it would sit in 'other'. That meant you couldn't draw such good conclusions from what happened," he says.

During his work with the IPAF Accident Working Group, Parker and

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**Where the portal comes alive is filtering. It tells us where incidents are happening and gives insight into how they are happening**

Brian Parker,  
IPAF

other members realised that data from the old portal was presenting them with problems. "It was giving us a lot of misinformation because we kept getting results saying 'other' or 'nul'. What does that mean? So we realised that the portal needed updating."

The portal has been completely reorganised so that now users are prompted to choose from specific categories, which can help to reveal

the precise nature of an incident and who was involved.

Users will be asked a series of questions about the circumstances surrounding the incident: when and where it happened; who was using the machine; what the ground conditions were; the nature of any injuries or fatalities and who was hurt; whether users were trained or experienced; the type of machine involved; what sector the accident happened in; even what the weather was like.

Splitting details about incidents into specific categories allows IPAF to slice and dice the data in a number of different ways. Accidents can be filtered by country, for example, or by type of incident, or by accidents involving a certain type of machine.

"Where the portal comes alive is filtering," says Parker. "It tells us where incidents are happening and gives insight into how they are happening."

So far, the portal is collecting data from more than 20 countries worldwide, mostly from IPAF members and representatives in certain countries, though users don't have to be IPAF members – they can log in anonymously should they happen to be a concerned member of the public, for example.

The portal is also available in the nine core IPAF languages (English, Chinese, Dutch, French, German, Italian, Korean, Portuguese and >

## ↳ Anonymised data

To address any concerns that individuals or companies have about details of accidents they have suffered escaping into the public domain, data from the IPAF accident portal is published fully anonymised. It doesn't name organisations, machines involved, or any individuals.

"All data is anonymised and sent to the Accident Working Group

in a form where they can just look at the incidents," says Parker.

"I check all of the incidents to make sure they are genuine and the Working Group also does a sense check on what has been reported. This is members' information and members' money has been invested in this portal and the database it generates – we want to make sure what we are doing here is for them and their benefit."

IPAF accident data  
1 Jan 2016  
to 31 Dec 2018

**1,550**  
Total reports

**25**  
Countries

**1,549**  
Persons involved

**224**  
Fatalities

Spanish). Currently, reporting through the portal is mandated in the UK as a condition of achieving IPAF Rental+ standard to be a rental member, and Parker hopes that similar initiatives will be introduced to other countries.

In the meantime, he is excited about the implications of having data that is more rigorously collected and more easily analysed. “The Accident Working Group will have the direct ability to say what guidance needs to be updated – whether that is Toolbox Talks, Andy Access posters or training courses. Currently we have 22 Andy Access posters, but probably only seven or eight Toolbox Talks that accompany those posters, so we have more of these useful Toolbox Talks currently in progress,” he explains.

### Using better data to inform training

Paul Roddis, IPAF training manager, is also enthusiastic about how the new portal can inform IPAF’s efforts to focus training where it is needed and improve the safety of the industry.

Information from the new portal has already revealed that most accidents during the delivery of MEWPs occur during loading or unloading, which led to an overhaul of the organisation’s existing Load/Unload course.

“We could see from our analysis that most accidents involved the delivery driver. We were also able to look at when incidents were happening and it was

/// **We can now look at the whole range of things that are happening. That doesn’t so much provide answers as questions, but it is leading us to ask the right questions**

Paul Roddis,  
IPAF

Analysing data showing how people are using MEWPs enables accidents to be avoided

most commonly during the loading or unloading and while ‘walking’ a MEWP. We have been teaching operators to walk a MEWP for a long time, but it wasn’t in the Load/Unload course,” says Roddis.

“We looked at the statistics and every incident we came across for walking a MEWP involved people loading and unloading, often in their own depot or yard. We should have been focusing on those people and now we have been able to change that. Being able to create an updated Load/Unload training course bespoke to that type of person means it has become far more effective.”

Now Roddis is focusing his attention to promoting a new training course targeting site assessments, specifically relating to MEWP selection: “We have the MEWPs for Managers training course, which does talk about MEWP selection. But looking at the statistics, which show that falls from height are the greatest cause of fatalities year in, year out prompts the question: how do you fall from a MEWP?”

“When you think about it, if it is being used correctly, you can’t. The answer has to be that people are climbing up because the machine doesn’t reach high enough because it is the wrong machine or the wrong configuration. Similarly, some machine overturns are a result of heavy machines on ground that can’t support it. It’s a case of using the data to see what is happening and then extrapolating that to suggest solutions.”

Roddis is clear that the new portal has assisted in this respect. “We can now look at the whole range of things that are happening. That doesn’t so much provide answers as questions, but it is leading us to ask the right questions.”

“This is how we learn from accidents,” adds Parker. “We might not like what we see, but if we don’t learn from the incidents we have, how are we going to make things better for the future?”

He is keen to ensure that as many IPAF members as possible report incidents to the portal, highlighting

the fact that even if it appears from increased reporting that more incidents are taking place in the short term, in the longer term it will lead to better analysis and ultimately to safer work at height.

For his part, Roddis hopes the new portal will help create a better future. He says: “Just having better data is of no consequence in itself – it is what you do with that data that really counts. Everything moving forwards will relate directly to what is really happening, so it has to be good for everyone.”



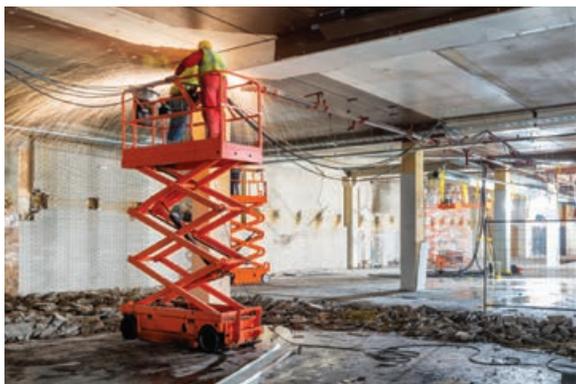
## ↳ The importance of near misses

↳ Key to making analysis of data from the new portal as sharp as possible is getting IPAF members, companies and individuals to report not just serious incidents, but the near misses too.

“To be really effective, I need to know – and this is going to sound odd – what didn’t happen,” says Roddis.

“Things that nearly happened are, from my perspective, just as important as the things that did result in an accident. If incidents are occurring a lot but not very often injuring people, we could address those problems either directly through training or find out if it is something to do with the way in which MEWPs are being used. Without that information, we can only guess.”

**For more information or to report an accident, go to [www.ipafaccidentreporting.org](http://www.ipafaccidentreporting.org)**





# Digital acceleration: creating a new normal

THE COVID-19 PANDEMIC HAS FORCED US TO WORK DIFFERENTLY. FOR SOME IN THE SECTOR, THAT MEANS DOING MORE DIGITALLY. BY **KRISTINA SMITH**

Since the start of the covid-19 pandemic, digital interactions with AFI Group's customers have almost quadrupled. That's partly down to changes in behaviour, and partly due to the launch of a new app in August 2020.

"Digital projects that we were going to do in a year or two have come to the front of the queue," says Luke Roberts, head of digital transformation at AFI Group Services. After a short pause in business from March 2020, which many firms experienced, the project to deliver the new app was the first one to be restarted.

The pandemic changed behaviours and attitudes. Most people have been forced to use more digital tools, both in their work and their personal lives. Seminars and training courses have moved online, meetings are virtual and our desire to track and understand covid has given us all a grim insight into the importance of data and analytics.

Jim Colvin, CEO of Serious Labs which provides virtual reality (VR)



Digital assessments, such as those provided through Serious Labs VR simulators, offer analytics on operator competence and skills

simulators for MEWPs, believes it has given digital transformation a huge push forward: "It has accelerated the adoption of technology like ours by at least two or three years," he says.

AFI's new app, which has been downloaded thousands of times, allows customers to use their smartphones to browse machines available, hire them and off-hire them at any time of the day (or night). AFI is already working on the next addition to the app, a delivery location tracker. And a further digital transformation project is underway, although Roberts would not give details.

Riwal too is working on digital developments across the board, extending the functionality of its customer portal, My Riwal, pushing forward with BIM, adding eLearning to its training offering and working with VR simulators.

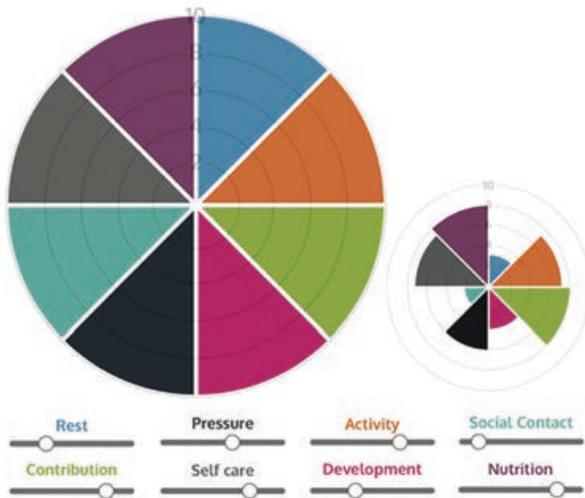
"Over the past year, there's been a huge push for us to deliver as much as we possibly can digitally," says Chloe Aftab, digital specialist at Riwal.

Last year, Riwal improved the invoice feature on its portal, with customers in most countries also able to access their quotations from January of this year. More and more customers are using the portal's configurable dashboard, which provides data such as fuel use, running time, costs and carbon emissions.

"There are a growing number of customers who have to work sustainably and to report on it," says Kees van Benschop, digital innovation specialist at Riwal: "They can download reports from the portal to help them do that."

Riwal's increasing use of BIM is changing the way it works with customers, says van Benschop. Though this cannot be attributed to the pandemic, 3D visualisations do help communication in video meetings, when visits to site are restricted, he says.

Jason Woods, IPAF's regional manager for the Middle East, South Asia and Kazakhstan, has used travelling time saved during covid lockdowns to create a new eLearning programme for



Leap Like a Salmon has introduced a Wellbeing Wheel assessment tool to identify training and development opportunities

worldwide. He says: “IPAF already offered an eLearning theory module for operators, which was increasing in popularity even before the pandemic. From March 2020 onwards we have seen uptake increase over fivefold.

“Now most of our main markets are back to delivering pre-pandemic levels of in-person training, but this demand for eLearning has remained at heightened levels; operators and managers must like the flexibility and convenience our remote learning offers.”

In the early months of the pandemic IPAF introduced the facial-recognition technology used in its eLearning version of MEWPs for Managers into its operator training in the UK and Ireland, to help reduce the need for candidates to be in a classroom to undertake the theory part of their course. The time allowed between completion of the theory module and passing the practical test was also extended to 90 days, as was validity of all PAL Cards expiring during the peak months of the pandemic.

Globally 32,000 candidates successfully passed their IPAF operator theory training using eLearning in 2020, a significant increase over previous years since the module was launched at the beginning of 2018. IPAF also worked to facilitate instructor-led online versions of many of its eLearning courses, to allow groups of candidates to join the same course remotely. This allows greater candidate interaction with a knowledgeable

instructor, which IPAF recognises is often preferable than individuals attempting to pass an online course alone and on their own time.

Roddis also points to advances in other areas of IPAF’s training: “Despite the pandemic, we have managed to develop a completely new Site Assessment (for MEWP Selection) course, which is available both as eLearning utilising facial recognition and also as an instructor-led course. The feedback from this has been overwhelmingly positive, with the average rating from candidates to date being a 9 out of 10.

“Overall I believe that the increased uptake of eLearning or instructor-led remote training during the pandemic will have created lasting changes in the industry that will continue well beyond the time when the world has beaten this virus. Our members and their candidates demand flexibility; we have worked hard along with our Training Committee and associated working groups to provide that for them.”

In many ways 2020 was tough for the sector, with capital budgets vanishing overnight. But longer term, prospects look rosier, says Colvin, because people see that things can be done differently.

Serious Labs is working with HS2 contractor Align JV on a UK trial that could lead to increased competency, upskilling and fewer accidents on major projects. Operators will be assessed on their arrival at the project, skills gaps identified and training provided.

In an industry that is crying out for new recruits, any technology that can help professionalise and democratise must be welcome. “We want to get the message out to contractors too,” says Woods. “Any developments that prevent accidents and reduce downtime add to cost and efficiency savings for them.”

inspectors in his regions – and beyond. Once a month, a different manufacturer delivers a virtual workshop which explains the workings of its machines and how they should be checked.

“The idea had been in the back of my mind for a while,” says Woods. “When covid came, it gave me the opportunity and time to develop the programme.”

The sessions attract around 170 inspectors at a time, and are followed up with 10 questions, sent by the presenter to attendees after the event. “We are trying to open the lines of communication so that inspectors can approach the manufacturers when they have questions,” says Woods.

For obvious reasons, eLearning has burgeoned across the sector. One area that training managers and line managers should be considering is wellbeing, says Karen Waite, founder and CEO of Leap Like a Salmon, an online hub which allows users to store, register and optimise Continuing Professional Development (CPD) records.

Recognised and validated by IPAF and PASMA, it has introduced a ‘Wellbeing Wheel’ which allows users to rate their wellbeing under eight categories and then provides insight and advice on how to improve scores (see chart, top).

Paul Roddis, IPAF’s training manager, agrees that the pandemic seems to have accelerated the adoption of digital innovation, and that these gains are likely to be permanent as the virus is brought under control

Over the past year there’s been a huge push for us to deliver as much as we possibly can digitally

Chloe Aftab,  
Rival

Training on a simulator can supplement the need for practical experience



# TC22

## Presentation of the new Hinowa TeleCrawler TC22S - TC22N

- 22m Working height
- Up to 12,5m Working outreach
- "Go Home" and "Go back" functions
- Automatic straight flush telescopic boom extension control
- Under 3ton weight (TC22N)

**Autumn  
2021**





TC22

HINOZA

TC13N • TC13S

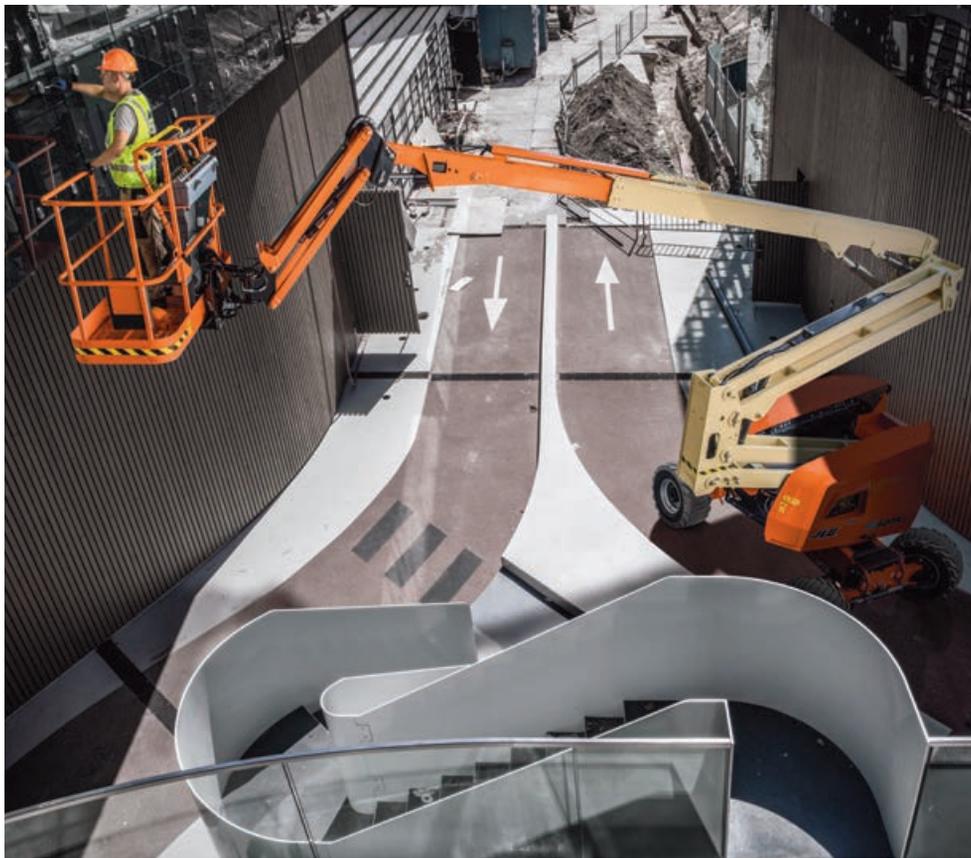


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# Rising to the challenge of net zero

AS GLASGOW PREPARES TO HOST THE 26TH UN CLIMATE CHANGE CONFERENCE OF THE PARTIES (COP26) IN NOVEMBER, THE ISSUE OF ENVIRONMENT AND HOW BUSINESSES GO ABOUT MEETING THEIR TARGETS FOR REDUCING CO<sub>2</sub> EMISSIONS HAS RARELY BEEN HIGHER ON THE AGENDA. **NEIL GERRARD** LOOKS AT FIVE EMISSIONS-FREE POWERED ACCESS MACHINES THAT AIM TO RISE TO MEET THE CHALLENGE



## ← JLG recharges boom lift market

At the end of 2020, JLG launched two new emissions-free articulating boom lifts – the EC450AJ and the EC520AJ. Both machines are powered by a 48V lithium-ion battery pack, which JLG claims will be enough for a full day of work. They each take around 3.5 hours to fully recharge using a 220V-13A power network. The manufacturer claims that the lithium-ion battery is good for 4,000 charges, or around 10 years of life. Both also have an oscillating axle that allows them to handle rough terrain. The EC520AJ has a working height of 18m, while the EC450AJ has a working height of 15.77m. Both have a platform capacity of 250kg.

Cutting carbon emissions to slow climate change is likely to be one of the biggest challenges businesses and societies face over the coming years, with Sir David Attenborough warning the UN Security Council in February this year that it is “the biggest threat to security that modern humans have ever faced”.

The UK Government has set a requirement to bring all greenhouse gases to net zero by 2050, though many businesses are rushing to achieve that target more quickly.

Construction firm Mace has already reached its target to become a net zero business in 2020 with the help of offsetting, reducing its carbon emissions by 50% through a series of initiatives such as a ban on diesel generators and an increase in the use of cement alternatives. Lendlease, which hopes to achieve zero carbon status by 2040, has pledged to eliminate diesel from its construction sites completely by 2025. And Kier is

## ← Genie E-Drive cuts battery costs

In November 2020, Genie launched its E-Drive system, an optimised AC electric drive system, across its entire line of GS slab scissor lifts. The brushless E-Drive motors are sealed against moisture and water and have 70% fewer hydraulic hoses and fittings than previous models. Genie product manager Michael Flanagan claims industry-standard cycle testing developed by hire firm Hird showed that E-Drive scissors have a 30% increase in runtime per charge as compared to hydraulic drive Genie models, with a reduction in lifetime battery costs of up to 20%.



#### 📌 Niftylift HR17NE hits the heights

Niftylift has launched its HeightRider 17 Narrow Electric (HR17NE), which will lift two workers and their tools to a working height of 17m or a working outreach of 9.7m. Niftylift claims that the machine can potentially offer four days of operation on a single charge, based on the industry standard for a typical working day of 16-18 standard duty cycles (SDC). A single charge of the HR17NE achieves an SDC rating of 75. Charge time from 0% to 100% charge is 16 hours. A more realistic charge time after one typical day's operation would be 3.5 to four hours, the firm claims. The batteries also feature a protection system monitor that prevents batteries from being discharged to less than 20% of full charge, preventing battery damage caused by excessive discharge. The HR17NE has a 180° rotating cage and a fly-boom, as well as zero tail swing, to allow it to work in restricted spaces, and non-marking tyres suitable for indoor work.

already trialling electric vehicles on its way to becoming zero carbon by 2045.

That means that businesses – not just in construction but in sectors such as aviation, film and TV, and even petrochemical – are looking for emissions-free machines to help them achieve their ambitions as well as to meet government requirements.

*Powered Access* rounds up five machines from manufacturers that they hope will lead the powered access sector to a greener future.

#### 📌 Haulotte adds two Pulseo lifts

France-based manufacturer Haulotte Equipment has added two all-electric scissor lifts to its Pulseo range, launching the new machines in November last year. The HS15 E and HS18 E both have a platform capacity of 750kg and have multiple charging modes, including an optional accelerated charge. The two machines, which have a working height of 15m and 18m respectively, are both four-wheel drive and each has a 48V battery pack. A single charge will typically work one full day. Equipped with two extensions, their work area can reach up to 7.4m long.

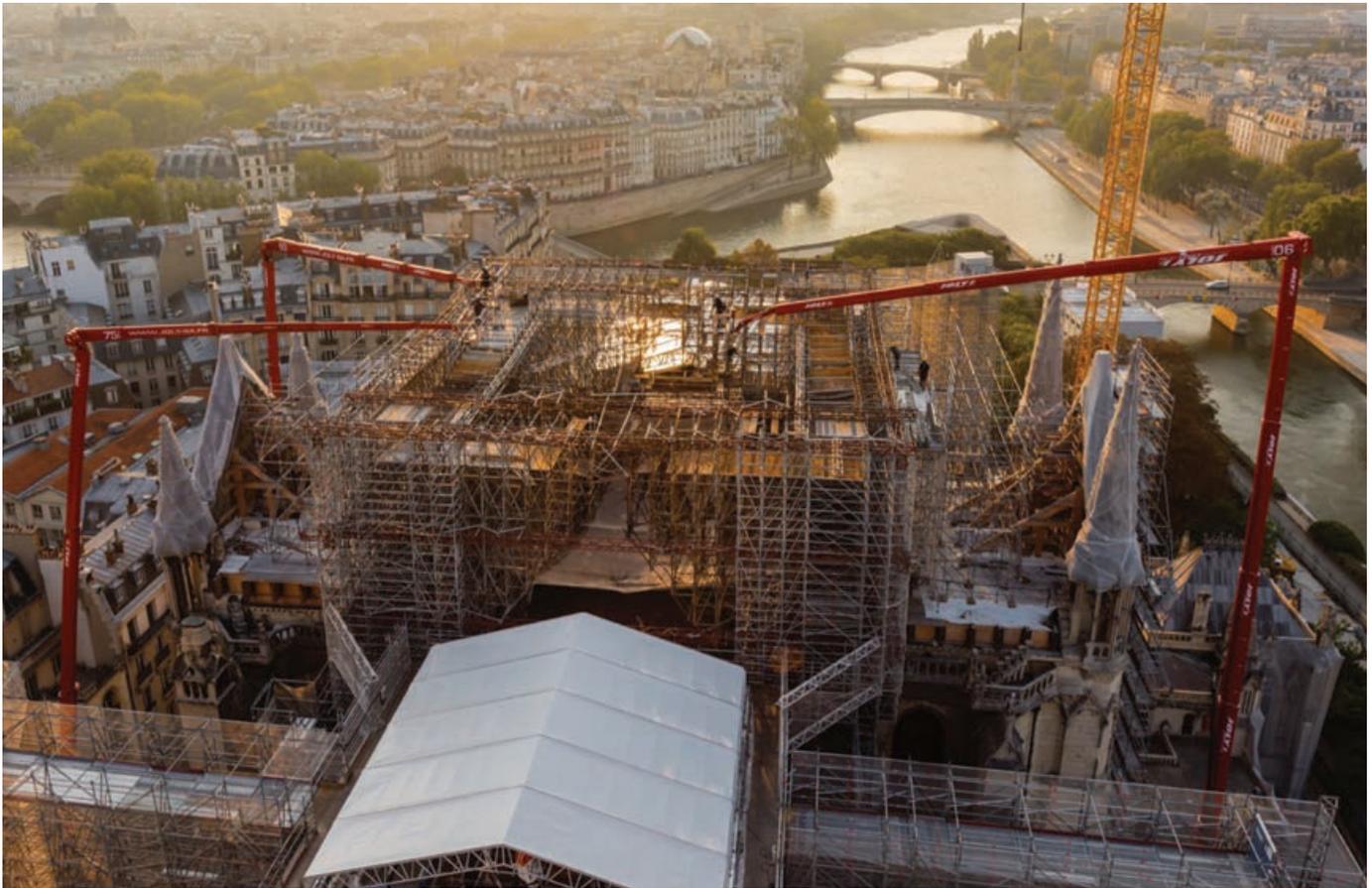


JOHNC@STUDIO.MIK



#### 📌 Hinowa's TeleCrawler13 reaches out

Hinowa's TeleCrawler13 is the most recent in its line of tracked aerial platforms. The fully electric machine can reach a working height of 13m and has a horizontal outreach of 6.4m. Permanent magnet electric drive motors in its undercarriage do away with the need for hydraulic oil. Capable of working in muddy and dusty environments thanks to an IP67 protection seal on the electric track motors, it comes in two variants: the TC13N (narrow), with a 136kg capacity, and the TC13S, with a load capacity of 230kg. A double-sided entry basket with secondary guarding for the TC13S will be available soon. Its 'big sister', the TC22, is to be launched later this year.



# Giant 90m MEWPs assist in dismantling of scaffolding at Notre-Dame

FOLLOWING A DEVASTATING FIRE AT NOTRE-DAME DE PARIS CATHEDRAL, WORK WAS REQUIRED TO REMOVE HUNDREDS OF TONNES OF SCAFFOLDING FROM A DIFFICULT-TO-ACCESS LOCATION WITHIN THE TRANSEPT. FORTUNATELY, IPAF MEMBER JOLY LOCATION WAS ABLE TO PROVIDE THE SOLUTION WITH THREE HUGE 90M MEWPS

Joly Location used three 90m MEWPs to assist with removing 200 tonnes of scaffolding

Three huge MEWPs with a working height of 90m have been used by French hire firm Joly Location to assist with the dismantling of scaffolding at Notre-Dame in Paris, after the cathedral was severely damaged by a blaze in 2019.

Work on the complex structure could be controlled from a distance

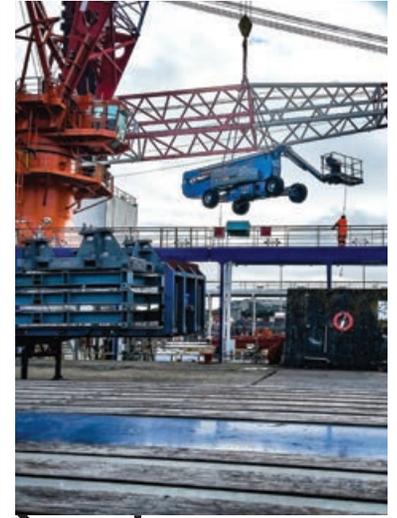
Joly Location first provided a 90m MEWP to the site in 2019 to install sensors on the damaged scaffolding to measure and monitor movement. The MEWPs were also used for pressure studies, to assess building weakness, and to safeguard stone and gargoyles.

Scaffolders and engineers decided to belt the scaffolding to prevent it from falling outwards into neighbouring streets or from collapsing on itself, which could have led to the destruction of the cathedral's vaults. To assist with the work, a total of three 90m MEWPs were eventually used – the only machines capable of reaching the centre of the damaged scaffolding by climbing more than 50m and then





The MEWPs were able to reach down into the centre of the damaged scaffolding



reaching out by 30m and 15m-20m downwards into the structure.

The work was carried out over several months and was assisted by mobile cranes and a tower crane. The work lasted until December 2019 before the dismantling of the scaffolding began in 2020. Scaffolders cut the scaffolding, made up of a total of 50,000 tubes weighing 200 tonnes, into small pieces. The MEWPs were in place to assist and supervise the rope access workers who were cutting the scaffolding.

In September 2020, work was intensified into two eight-hour shifts to ensure work could be finished before bad winter weather set in. The scaffolding was completely dismantled by 24 November 2020.

The works have been overseen by a publicly owned company headed by General Jean-Louis Georgelin, with technical supervision by French scaffolding firm Europe Echafaudage, directed by Didier Cuiset. The MEWPs

remained on site from June 2019 until January 2021, working with two Ruthmann T900HF mobile cranes, plus two T900HFs supplied by German hire firms Gräber and Roggermaier. It is thought to be the only site in the world where four T900HFs have been brought together to be used at the same time.

Lionel Joly, managing director of Joly Location, said: "The fire at Notre-Dame de Paris was a drama that moved the entire world. Taking part in work to secure the building was an extraordinary and unique adventure for us, both from a technical perspective and on a personal level. We had to overcome numerous challenges during some very delicate operations, which required a personal investment from everyone at every moment, night and day.

"There was a lot of emotion and links have been created between all the different people from different trades who have worked on this once-in-a-lifetime project."

//  
**We had to overcome numerous challenges during some very delicate operations, which required a personal investment from everyone**

Lionel Joly,  
Joly Location



## Shipshape

MAINTENANCE WORK ON A HUGE VESSEL REQUIRED AN INNOVATIVE MEWP SOLUTION, SUPPLIED BY APL AERIAL PLATFORMS

Manchester-based APL Aerial Platforms found itself dealing with an unusual request last year when it was contacted about supplying a machine to help with maintenance work on a huge vessel moored at Holyhead in Anglesey, north Wales.

The unnamed customer required an articulated boom lift that was able to lift its operators over 40m in the air to perform the routine maintenance tasks.

After conducting a free onsite survey, APL supplied a Genie Z135 Superboom for the project.

The machine was delivered to the dock and craned onto the vessel within the space of a few hours.

With a working height of 43.15m and a horizontal outreach of up to 21.26m, the Z135/70 did not need to be repositioned as often, allowing the operators to complete the project more efficiently and safely.



Two MEWPs lift workers into place above the cathedral



A BFT130 MCWP with fixed deck extensions in use on a curved facade

## Working together, safely apart

MAST-CLIMBING WORK PLATFORMS, OR MCWPS, ARE A COMMON SIGHT ON MAJOR UK CONSTRUCTION AND MAINTENANCE SITES, BUT IT WASN'T ALWAYS THE CASE. AMID THE CHALLENGE OF COMPLETING THE BACKED-UP CONSTRUCTION PIPELINE POST PANDEMIC, **ANGEL IBÁÑEZ**, IPAF'S REPRESENTATIVE FOR MCWPS AND RELATED PRODUCTS, EXAMINES THE BENEFITS OF THESE VERSATILE MACHINES

Mast-climbing work platforms, also known as MCWPs, are increasingly being deployed on UK construction sites. MCWPs have a power-driven work platform that climbs a vertical tower, allowing them to reach much higher and carry greater loads than traditional scaffolding towers.

Though they have been available in the UK since the 1980s, MCWPs only really started to become widely used in the 1990s, when some contractors began using them as an alternative to traditional tube-and-coupler scaffolding. In the late 1990s the recession all but wiped out the fledgling MCWP rental industry, but since the turn of the millennium the industry has been steadily growing.

One of the main benefits is that they are quicker to erect and dismantle, saving in many cases as much as 60% of the erection and dismantling time of tubular scaffolding. Another important benefit is that the platform

can be adjusted to position workers at the optimum location for performing their work quickly and precisely.

This adjustability may yield substantial ergonomic benefits as well, reducing workers' risk of musculoskeletal disorders that can result from awkward postures during lifting, material handling and when working on building facades.

MCWPs also have a relatively high load capacity, allowing vertical transfer of large loads and workers together on a single platform – even allowing for social distancing post-covid. The equipment can be customised to suit specific building profiles or project needs and requires a smaller footprint than scaffolding.

Rob Munns, head of sales for the Leighton Buzzard-based IPAF member firm BFT Mastclimbing, says: "The typical challenges I hear back from potential users usually relate to two or three concerns that are really not based in fact. One such misconception is that it isn't possible to work at multiple heights on a facade and that using an MCWP could slow the programme down as you can only work at one height at a time.

"If the programme is built around multi-level activity, then MCWPs can be arranged in a 'double stack' formation that effectively puts two twin platforms on the same mast. These can operate independently and solve this challenge. Considering the significant time and cost savings that MCWPs have over scaffolding for a facade this height, this becomes even more advantageous.

"Another myth is that MCWPs can't work on curved facades. While it is true the platform itself may be a straight line, adaptations such as deck extensions can be designed bespoke to each job, thus closely matching the profile of curved facades," he continues.

“The whole idea that ‘MCWPs can’t work around corners’ is wrong – the use of deck extensions can provide full access to any facade as required.”

Munns adds: “I’ve also lost count of the number of times I hear that we can’t use MCWPs for certain types of work – for instance doing brickwork. Our BFT150, the largest machine in our range, is designed with exactly this purpose in mind and can take up to 5 tonnes of weight to exactly the right height, rather than having to manually handle these materials into position by alternative methods.”

MCWPs are versatile, capable and increasingly popular. Compared to scaffolding they are safe and quicker to erect and dismantle. And with the large platform area and ability to work at multiple heights using the same mast, they allow workers to operate safely while practising social distancing – not very easy even using MEWPs.

**IPAF offers a range of training for MCWPs and hoists; for details of the courses on offer please see [www.ipaf.org/mcwp-courses](http://www.ipaf.org/mcwp-courses). IPAF also offers a range of Andy Access safety posters suitable for use on MCWP work sites and breakrooms. For the full range of Andy Access materials please visit [www.ipaf.org/AndyAccess](http://www.ipaf.org/AndyAccess).**

///  
**If the programme is built around multi-level activity, then MCWPs can be arranged in a ‘double stack’ formation**

Rob Munns,  
BFT  
Mastclimbing

An MCWP in action on a facade in White City, London



An artist uses the platform to work on the mural

## Marking Leeds United’s return to the first flight

A NIFTYLIFT HEIGHTRIDER 15 FROM JMS ACCESS, WITH ITS 1.5M WIDE BASKET, PROVED TO BE THE PERFECT MACHINE FOR STREET ARTISTS TO CREATE MURALS IN LEEDS TO MARK THE RETURN OF LEEDS UNITED TO ENGLISH TOP-FLIGHT FOOTBALL

A Niftylift HeightRider 15 articulating cherry picker supplied by JMS Powered Access has been used to create a mural of Leeds United FC’s manager to mark the club’s return to football’s top flight.

The Leeds United Supporters’ Trust (LUST) commissioned artists to create street murals in the city to celebrate the club’s rise to the Premier League.

An artist created a mural of Leeds United manager Marcelo Bielsa on a shop in the city. A second mural, already completed, has another depiction of

Bielsa, while a third has created a giant club badge – more are in the pipeline.

The Niftylift HR15 was suited to the project because it provides a maximum working height of 15.4m and outreach of 9.6m. The access platform is designed to be super narrow. At just 1.5m wide, it can be used with greater ease in confined spaces, such as areas close to public pavements, as was the case here.

Meanwhile, it has a safe working load of 225kg which meant it was able to accommodate up to two artists as well as their supplies.

JMS’s Leeds depot service manager Neil Ramsay, a life-long Leeds fan, said: “I didn’t realise we’d hired out the Niftylift HR15 for the mural project. The first thing I saw was the artwork, then I saw a JMS platform was being used to create it so I was doubly pleased.

“As a one-club city, there is a lot of excitement about Leeds playing in the Premier League again, and a lot of pride as well, so I am very pleased that JMS can help celebrate this occasion.”



# MEWP rental markets' pre-pandemic health will shape recovery



The state of MEWP rental and positive economic trends to year-end 2019 in countries including Italy, the Netherlands, Germany and China should shape strong recoveries after the coronavirus pandemic, according to the latest analysis, conducted exclusively for IPAF by DuckerFrontier.

IPAF's *Global Powered Access Rental Market Report 2020* shows those countries least hard-hit in the first wave of the pandemic are likely to recover well in 2021 and indicates Sweden and the US will be among markets to recover strongly. France, the UK, Spain and Finland were among those worst hit by the pandemic, owing to the impact of the disease and sustained national lockdowns, coupled with other underlying factors.

In Europe, the Dutch and German MEWP rental markets both reported strong growth up until the beginning of the pandemic, increasing by 7% in terms of annual revenue, while France saw sustained growth over three years, to overtake the UK MEWP rental market in terms of size and revenue at the end of 2019.

Spain and Italy saw continued recovery from the global financial crash in 2008-09, though

the report indicates that their markets may encounter contrasting fortunes post-pandemic. Spain's steady recovery since 2011 looks to have stalled, with the market worth less than half (€201m) in 2019 of its total 2008 value (€429m). A gloomy outlook indicates gains could well be reversed over the next two years.

UK MEWP rental companies showed resilience and ingenuity to maintain fleet size and rental income throughout 2020, for instance by offering services such as enhanced equipment sanitisation and decontamination to help prevent the risk of spreading covid-19.

As in the 2019 version, the report contains a special market focus on China, which paints a picture of a MEWP rental market growing at unprecedented speed, only slightly restricted by the pandemic, and set to keep surging in terms of size and penetration for years.

**The 2020 IPAF Global Powered Access Rental Market Reports are available now at [www.ipaf.org/reports](http://www.ipaf.org/reports), with a discount available to IPAF members and a 50% price reduction on 2019 and 2018 reports. Older reports are now free to view/download.**



## New ePAL App is a 'gamechanger' for construction safety

A new digital app from IPAF for users of MEWP and MCWP equipment will be a "gamechanger" for work site safety and efficiency and marks a stride forward in IPAF's drive for greater sector sustainability.

IPAF's ePAL App, launching in the first half of 2021, is free to use and features a digital IPAF PAL Card, operator log book and operator safety guides. It also allows operators to receive the latest IPAF safety information and to log and share their training certification and equipment time digitally.

The app will also phase out paper certification of qualifications and logging of machine time, and replace the printed paper version of IPAF's operator safety guide. Overall it will speed up the processing time and resources required to issue training candidates with their PAL Card and certification, which at present must be replaced each time a new machine category qualification is added or part of their training is renewed.

Peter Douglas, IPAF CEO and MD, comments: "IPAF's ePAL allows us to streamline and digitise our processes, including issuing and renewing IPAF PAL Cards and helping operators keep track of their machine operating experience via the digital logbook function. IPAF seeks to be at the forefront in driving change for our industry and we are involving a wide range of stakeholders to drive this change."

Alan Woodage, health and safety manager at Taylor Woodrow, comments: "The introduction of ePAL and digital PAL Cards is another great integration of digital technology welcomed by Vinci Construction UK. As we embrace more digital technologies, we become many things: more sustainable; better connected; more engaging; and, ultimately, efficient."



# Sustainability key to building back after coronavirus, digital Summit hears

Sustainability, digitisation and adopting exciting new technologies are key to building back from the coronavirus pandemic, according to presenters at this year's IPAF Summit, hosted for the first time ever as a virtual event, along with a digital prize-giving for the International Awards for Powered Access (IAPAs), on 18 March 2021.

Suzannah Nichol, CEO of Build UK, said during her Summit-opening presentation: "How do we grow and build sustainable businesses? We want to make our industry more efficient, reduce waste and increase productivity. Why have one form when you can have 10 seems to be our industry's mantra at times, so we are building a new prequalification framework, the Common Assessment Standard. We think this will save the industry up to £1bn a year, not to mention reduce paperwork and free up key staff for other more productive tasks.

"We must also focus on people: recruiting, training and retaining talent. Without the right people, we can't operate. It is up to all of us to take our enthusiasm, passion and skills into schools to encourage young people into our industry. How we train people is really important and IPAF is definitely a leading light in that department. We need to provide more apprenticeship places and encourage young people into them."

Søren Brogaard, CEO of Trackunit, presented along with Peter Douglas, CEO and MD of IPAF, about the organisations'

collaboration in producing the new ePAL application for mobile devices, which is set to revolutionise the way operators store and share training certification – via digital PAL Cards – and log their equipment time.

Reducing the physical assets of the PAL Card certification process from a typical year's output that currently amounts to a 130m stack of printed paper and plastic that is shipped from supplier, to IPAF, to Training Centre and on to candidates. "The app helps us reduce the number of steps to process a PAL Card and cut down on all that waste," said Douglas.

Karel Huijser (JLG), Pierre Boels (Boels) and Norty Turner (United Rentals) closed the Summit in a virtual round-table discussion moderated by Murray Pollok, managing editor of Access International, who began by asking: "Is the industry doing enough to be sustainable?"

Boels thought powered access was "in a good place" and felt the industry could be proactive in marketing cleaner electric-powered machines but is limited by a need to balance costs and what customers are willing to pay.

Turner countered: "Is any industry doing enough? I don't think so... but we need to push hard to find new opportunities to do more. Pierre is right, what will ultimately drive it is the economics behind it. Just look at the automotive industry, it is really starting to flip."

Huijser also drew comparisons with the automotive industry, emphasising the importance of investing in and focusing on

battery technology to drive innovation and affordable. "The awareness of this is good in Europe and especially in Scandinavia, and the US is beginning to catch up in this regard and so demand for electric-powered solutions is rising there."

The conversation touched on how powered access rental embraces and embodies the circular economy, the importance of enhancing the lifespan of machines and batteries, utilising tools such as the Equipment CO<sub>2</sub> calculator from the European Rental Association (ERA), and looking at end-of-life strategies for powered access machines.

More than 1,000 participants took part, from no fewer than 67 countries worldwide. Douglas said: "It's fantastic that despite the pandemic, attendees from all round the world were able to benefit from a high-quality series of speakers. We thank CMC, Sinoboom, Trackunit, ZTR, Hinowa, Alimak and Imer Group for their sponsorship."

Top: Suzannah Nichol, CEO of Build UK  
Below: IPAF summit round-table discussions



## IPAF extends Competent Assessed Person programme

IPAF's Competent Assessed Person (CAP) programme has been adapted to suit those inspecting or maintaining mast-climbing work platforms (MCWPs) and construction hoists, including goods, transport platform and passenger hoists.

IPAF's Training Department has worked to adapt the course to suit those inspecting and maintaining MCWPs and hoists, in response

to growing industry demand for a recognised programme to certify individuals as having the skills to inspect and examine the equipment as per the legal requirements of national and international safe-use standards.

Angel Ibáñez, IPAF's representative for MCWPs and related products, says: "We're pleased to say that this has now been delivered and will be available via selected IPAF Training

Centres, initially in English and Spanish. We expect take-up for this new version of the IPAF CAP assessment will be strong from the outset."

**For more information about IPAF training courses and upcoming changes to the way PAL Cards and other certification will be issued via a new ePAL App for mobile devices, see [www.ipaf.org/training](http://www.ipaf.org/training)**

# Accident analysis prompts revamp of IPAF's load and unload training



Information gathered in a worldwide project to report accidents and near misses has informed a major update to a comprehensive training course on how to load and unload MEWPs and other plant equipment safely from trucks or trailers.

The latest analysis of global data gathered by IPAF via [www.ipaf.org/accident](http://www.ipaf.org/accident) shows most accidents resulting in lost-time injuries – and even on occasion fatalities – during delivery of MEWPs occur during loading or unloading. As a result, IPAF decided to

overhaul its existing Load/Unload course, with new training materials unveiled to instructors at the end of 2020.

Peter Douglas, IPAF CEO and MD, comments: “Statistically, the people most likely to be involved in a MEWP-related incident are those loading and unloading and these operatives are key to our industry. Analysing data has allowed the updated training course to provide knowledge and recommended protocols to help prevent accidents before they happen.

“This is exactly the reason why we place so much emphasis on our accident reporting project – only through good data and exhaustive analysis of accidents and near-misses can we identify high-risk situations, uncover underlying causes of why operators get into difficulty, and address these through our training programme, industry technical guidance, Andy Access safety campaigns and Toolbox Talks series.”

Paul Roddis, IPAF training manager (pictured), says: “This is an excellent new course that is highly recommended learning for anyone operating, hiring, maintaining, delivering or managing MEWPs; there is a great deal in the training course that is applicable to a range of plant machines, including dumpers, diggers, telehandlers, rollers or forklifts.”



**To find out more about IPAF's globally recognised training programme or find an IPAF Training Centre near you, please see [www.ipaf.org/training](http://www.ipaf.org/training)**

## MEWP technician apprenticeship in high demand

The first wave of inductions to a new specialist apprenticeship aimed at certifying MEWP technicians that has been developed with assistance from IPAF is complete, with 10 places confirmed.

The Level 3 Lift Truck and Powered Access Technician apprenticeship was developed to meet growing demand in the hire and maintenance industry, in which it is acknowledged that basic mechanical qualifications alone are not necessarily sufficient grounding for technicians and service personnel inspecting, maintaining and repairing specialist lifting equipment involving sophisticated battery systems, hydraulics and other systems not found in other types of plant machinery.

The new apprenticeship forms part of IPAF's Roadmap to Qualified MEWP Technician or Engineer Status, and the first

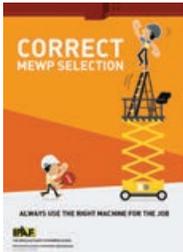
cohort of apprentices is now finalised, with a confirmed start date of 19 April at provider institution North Warwickshire and South Leicestershire College.

Richard Whiting, IPAF's UK and Ireland market general manager, who led on developing the IPAF Roadmap, comments: “Wider interest is such that the college is already anticipating it will extend its next intake to two full cohorts in September, so I urge any IPAF members who would like to recruit or add someone on their existing staff to this new specialist apprenticeship to get in touch with the college or visit the website for details.

“We wish all the first inductees to the new apprenticeship well and offer our thanks to the college and our members for their support and generosity in helping get this vital apprenticeship off the ground.”



# New site assessment training to select the correct MEWP for the job



A new course aimed at demonstrating how to perform a thorough site assessment and select the correct MEWP to carry out the job in hand has been launched IPAF.

Based on ongoing analysis of accident and near-miss incidents via IPAF's global reporting project ([www.IPAFaccidentreporting.org](http://www.IPAFaccidentreporting.org)), IPAF analysis often finds that the underlying causes can be traced back to poor planning, inadequate risk assessment, and incomplete understanding of the technical and safety demands of the task, or attempting the job using an incorrect machine or untrained operators and supervisors.

Brian Parker, IPAF's head of safety and technical, says: "Selecting a MEWP can be complex and challenging, even for experienced site managers. Being confident and sufficiently knowledgeable to select the correct MEWP for the job directly reduces risk. Correct MEWP selection also improves effectiveness of MEWP operations, reducing unnecessary costs and creating the ability to work to intended timescales."

Paul Roddis, IPAF's training manager, comments: "The course is theory-based with an exam at the end. It is aimed at those working for rental companies who need to determine which type of MEWP a client should hire from them, and anyone in any industry who wishes to gain the knowledge to make their own decisions about the type of MEWP to deploy."

All candidates must hold a valid PAL Card certifying successful prior completion of IPAF operator training, IPAF MEWPs for Managers course or MEWPs for Supervisors qualification. The course duration is half a day long and may be taken either at an IPAF-approved Training Centre or online via eLearning – candidates work through the modules in their own time, at their own pace, at a location of their choosing.

**To find more about the full range of IPAF training options and about upcoming changes to the way PAL Cards and other certification is issued and renewed via the new ePAL App for mobile, see [www.ipaf.org/training](http://www.ipaf.org/training); use the online directory or searchable map function on the same area of the IPAF website to find your nearest IPAF-approved Training Centre.**



Global manufacturer Alimak's Dubai team

## MCWP manufacturer becomes fourth Sustaining Member

IPAF is pleased to welcome Alimak Group, the global MCWP and construction hoist manufacturer, as its fourth Sustaining Member. With headquarters in Stockholm, Sweden, no fewer than 26 subsidiary companies and a presence in more than 20 countries worldwide, all of the Alimak Group are now members of IPAF following discussions and an agreement to sign up to the Sustaining Member category during 2020.

Alimak Group joins Haulotte, APEX and Henderson Insurance Brokers, part of AON Group, as Sustaining Members of the federation.

Angel Ibañez, IPAF's global representative for MCWPs and related products, comments: "Alimak has long been a very active member supporting IPAF in the development of training courses and safety campaigns, especially from the UK branch, as well as being members of the MCWP, lift and hoist dedicated work group.

"In the past five years, IPAF has intensified its activity in the realm of MCWPs and hoists and has expanded its involvement in developing training and standards for the sector, so to have Alimak Group on board as a sustaining member will be excellent as it will allow us to tap into the company's expertise and global presence to help promote quality training and safety best practice regarding MCWPs and hoists worldwide."

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## Use of simulators in IPAF PAL+ Test gets green light

The use of virtual reality (VR) simulators as part of the assessment process of advanced operator training courses has been approved by IPAF Council. Approved training centres delivering IPAF's PAL+ advanced MEWP operator course now have the option of assessing candidates in a VR environment as an alternative to the standard assessment using real MEWPs and a specially constructed superstructure to operate around.

IPAF PAL+ is only open to existing valid PAL Card-holders and demonstrates a higher level of proficiency and dexterity in carrying out complex manoeuvres, as often required of contractors in construction, manufacturing, engineering or processing applications.

Paul Roddis, IPAF's training manager, says: "Our trials showed that VR simulators are well suited for testing control, observation and decision-making required for conducting various advanced-level operations and working intensively with the precision required in applications such as manufacturing, complex construction projects and the like.

"Our instructors can be confident that candidates using simulators will have a good deal of prior time using real machines, and the VR assessment has been rigorously tested to ensure it transposes precisely the experience of operating a real MEWP."

Peter Douglas, IPAF CEO and MD, says: "Candidates passing the IPAF PAL+ training using a VR simulator will be awarded their certificate and upgraded PAL Card as normal, and the certification will not differ in any way to those who have been trained and assessed using real machines.

"It will also allow onsite training in conjunction with accredited IPAF training providers, which will prove useful for contractors delivering complex infrastructure and construction projects like data centres or the HS2 rail link from Birmingham to London."

He adds: "This will give our global network of approved training centres added flexibility to deliver the widest possible range of IPAF courses."

Top and below: IPAF's PAL+ advanced MEWP course on a virtual reality simulator



## IPAF leads calls for extension to UK's red diesel tax rebate

IPAF has amplified calls for Rishi Sunak, the Chancellor, to postpone plans to end tax relief on red diesel for construction plant machinery, to take into account the ongoing uncertainty caused by the covid-19 pandemic.

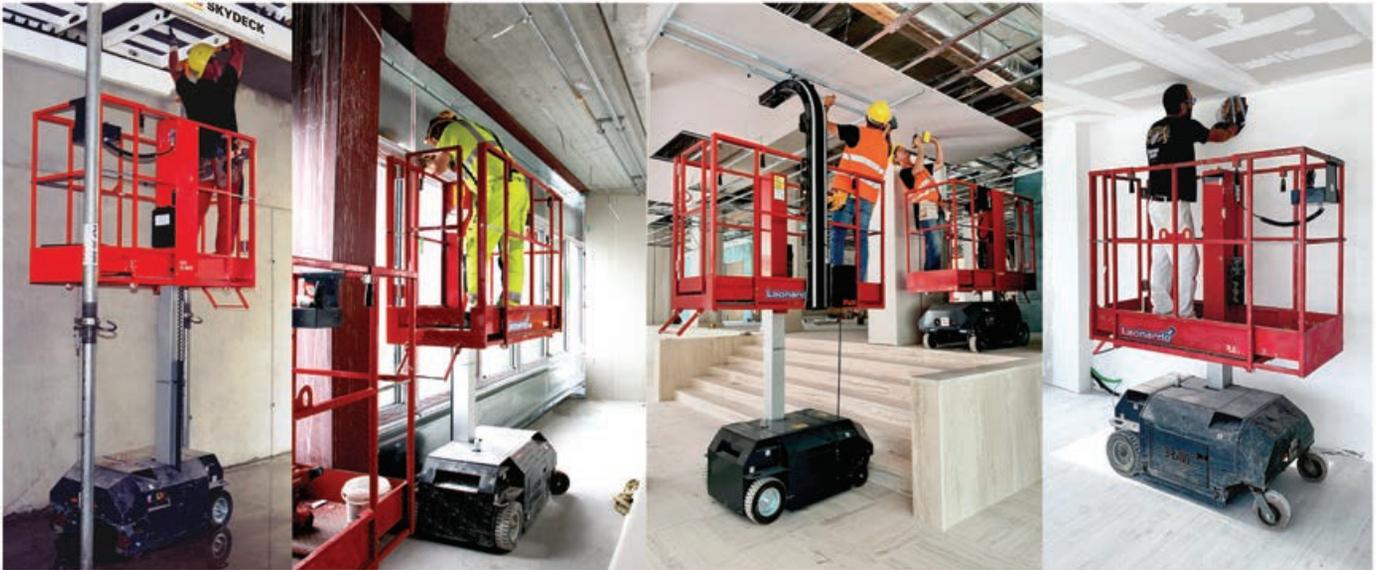
IPAF was among leading UK construction bodies to voice concerns about the unintended consequences of ending the rebate when it was consulted on last year. While there are already advanced machines on the market using battery or hybrid technology, and these are increasingly sought after by customers looking to work at height indoors or to comply with existing low and ultra-low emissions zones, such as in London, there remains a requirement for high-capability or extended outreach machines for certain tasks to be carried out safely – for instance removing cladding from tall buildings.

Where the end user is in the public sector, for instance road or rail infrastructure, added cost through increased taxation will end up being reflected in overall project costs, so negating any positive increase in revenue to the Treasury.

Battery technology is struggling to keep pace with market demand, and the infrastructure to dispose of older, obsolete or depleted batteries does not yet exist in the UK to support the wholesale switch to battery/electric powered machines. Older machines rendered economically unviable or technologically obsolete will most likely be sold and shipped overseas, so the carbon footprint is merely moved, as opposed to reduced or eradicated.

Peter Douglas, CEO and MD of IPAF, comments: "We welcome the use of cleaner technologies in construction, but in some circumstances there is no choice but to use diesel-powered machines as the equivalent electric-powered specialist equipment is either not yet available, or isn't a realistic option on grounds of safety and efficiency.

"The powered access industry is already pivoting towards much greener, low-emissions technology; we believe that an extension to this exemption for red diesel machines would reflect the disruption caused by covid-19 and allow additional time for the industry to address this issue through technological innovation and the renewal of existing fleets."



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For more information on Alimak courses contact [info@alimakservice.com](mailto:info@alimakservice.com) or visit <http://training.alimakservice.com>

# IPAF passes landmark of two million PAL Cards worldwide

The number of Powered Access Licence (PAL) Cards issued by IPAF to MEWP and MCWP operators worldwide has surpassed two million, with 800,000 valid cards now in use on work sites around the globe.

IPAF first began certifying training in 1993, with the distinctive yellow credit-card-sized PAL Card being officially introduced in at the end of 1998. At that time just over 11,000 MEWP operators had been certified by IPAF; with the introduction of the PAL Card that figure doubled over the next year.

In 2014 IPAF marked the milestone of one million PAL Cards issued, and in November 2017 IPAF passed the 1.5 million PAL Cards



Staff at Astley Hire in Leigh, Greater Manchester, issued IPAF's two millionth PAL Card

mark. Just three years on, and despite the impact of the coronavirus pandemic, IPAF has now certified more than two million MEWP and MCWP operator licences.

Peter Douglas, CEO and MD of IPAF, says: "IPAF's global training programme never stands still; we're expanding the range of courses and categories IPAF Training Centres can deliver, adding existing training into new languages and applications such

as eLearning and instructor-led remote learning. Now, with the ePAL App, the PAL Card is for the first time translated into the digital realm.

"We were pleased to present an award to the UK Training Centre that successfully trained the candidate that took us past this landmark; special mention goes to all those at Astley Hire in Leigh, Greater Manchester, for certifying our two-millionth trainee!"

## Check guidance to minimise work-at-height virus risk



Guidance has been issued by IPAF to MEWPs, mast-climbing working platforms (MCWPs) and hoists to work safely and minimise the risk of spreading the coronavirus.

The guidance was developed and reviewed by IPAF's safety experts and members and is centred on a hierarchy of risk, ranked from eliminating risk entirely, through reducing risk, isolating users from risk and controlling risk to protecting against risk through use of personal protective equipment (PPE).

Peter Douglas, IPAF's CEO and MD, says: "Ours is an industry founded on the principles of safe working, sound risk assessment and mitigation. Powered access equipment is key to conducting work at height safely, the services our members provide are of vital importance on construction sites, maintenance and infrastructure projects around the world. If powered access firms can't work, projects will be hampered and safety working while at height could be compromised.

"Enhanced risk assessment, cleansing of machines, use of additional PPE such as face masks and visors, and using extra machines to allow a 'one operator per platform' rule to maintain social distancing are all recommended. If contractors need to hire additional machines, it's important to only ask trained and familiarised operators to use the equipment and for work to be adequately supervised.

"It is very important not to use any excuse to cut corners on established principles of work at height safety. As an industry powered access is all about safety, so while the challenge facing us should not be underestimated, with proper planning, robust risk assessment and common-sense measures to protect all employees, this risk can be managed like all others."

**To find out how to minimise virus risk or to view IPAF's full range of safety and technical guidance see [www.ipaf.org/resources](http://www.ipaf.org/resources)**

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www.rmtaccessservices.co.uk

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## ABOUT IPAF

The International Powered Access Federation (IPAF) promotes the safe and effective use of powered access equipment. It provides technical advice and information, influences and interprets legislation and standards, and runs safety initiatives and training programmes. It is a not-for-profit organisation owned by its members, which include manufacturers, rental companies, distributors, contractors and users.

IPAF's training programme for platform operators is certified by the international certification organisation TÜV as conforming to ISO 18878. More than 130,000 operators are trained each year through a worldwide network of almost 800 IPAF-approved training centres.

### PRODUCTION

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### BECOME AN IPAF MEMBER

Join a global movement to ensure a safer powered access industry. Membership also brings a host of services and benefits. For more information about becoming a member of IPAF visit [www.ipaf.org/join](http://www.ipaf.org/join)

### IPAF SUSTAINING MEMBERS



### IPAF

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Powered Access Licence is the most widely held and recognised proof of training for platform operators. Membership is open to users of platforms, manufacturers, distributors, rental and training companies. Members can access practical information and a growing portfolio of member services.

MORE INFORMATION IS AVAILABLE FROM  
E [info@ipaf.org](mailto:info@ipaf.org) T (0)1539 566 700  
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Promoting the safe and effective use of powered access



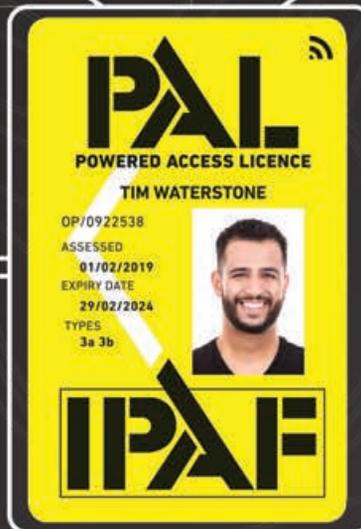
PAL Card now available on IPAF's ePAL app [www.ipaf.org/ePAL](http://www.ipaf.org/ePAL)

Certified IPAF PAL Card is proof of platform operator training to the highest standard.

Annually reviewed by the industry to ensure relevant and up to date content

Available as eLearning or instructor-led course

Complies with legal requirements



Regularly audited to ensure the highest standard of training is delivered

Focus on safety & efficiency

Online verification of PAL Cards: [www.ipaf.org/checkpal](http://www.ipaf.org/checkpal)

Over 35 years of industry experience

Smart technology & fraud protected

Comprehensive range of training courses

Reassurance: A valid PAL Card proves the holder has passed an approved and audited IPAF theory and practical test within the past five years

Courses available in multiple languages

Used by manufacturers of equipment worldwide

Optimal instructor-to-candidate ratio

Operator theory module can be taken remotely via eLearning



Safe. Audited. Internationally recognised.

The IPAF Powered Access Licence or PAL Card is recognised worldwide across industries as proof of platform operator training to the highest standard. It is issued by the International Powered Access Federation (IPAF) to platform operators who successfully complete a training course and pass a test at an IPAF-approved training centre. Ask for the PAL Card as proof of operator training! Now available digitally on the ePAL app.

Certified by TÜV as conforming to ISO 18878



Find your nearest IPAF approved training centre at [www.ipaf.org](http://www.ipaf.org)



# ELECTRIFY YOUR FLEET



Efficient and environmentally friendly, the Sinoboom electric scissor lift series features platform heights from 4m (12'6") to 14m (45'3") and offers numerous benefits: exclusive open chassis design for reduced daily maintenance time; bumper rail protection; lower cost of ownership and highly versatile parts and components.

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